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Hongkong, 29th April, 1908. [a798]

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12.45 p.m. to 1.15 p.m. Every 10 minutes.
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Hongkong 14th June, 1911. [545]

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Hongkong, 12th April, 1911. [a591]

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TIME TABLE.

On and after 3rd October, 1911, until further notice
Previous Time-Tables cancelled.

DOWN TRAINS.

UP TRAINS.

STATIONS.	No. 1. Tgh. Exp.	No. 2. Tgh. Exp.	No. 3. Tgh. Exp.	No. 4. Tgh. Exp.	No. 5. Tgh. Exp.	STATIONS.	No. 6. Tgh. Exp.	No. 7. Tgh. Exp.	No. 8. Tgh. Exp.	No. 9. Tgh. Exp.	No. 10. Tgh. Exp.
Canton,	dep. 7.55	14.25	7.55	14.25	7.55	Kowloon,	dep. 14.25	8.00	11.10	14.25	8.00
Shek Pai,	arr. 8.02	14.32	7.59	14.32	7.59	Hung Hom,	arr. 14.28	8.03	11.13	14.28	8.03
Cho Pi,	arr. 8.12	14.42	7.59	14.42	7.59	Yau Ma Tei,	arr. 14.31	8.06	11.16	14.31	8.06
Wu Chung,	arr. 8.20	14.51	7.59	14.51	7.59	Sha Tin,	arr. 14.40	8.15	11.25	14.40	8.15
Nam Kow,	arr. 8.29	15.00	7.59	15.00	7.59	Tai Po,	arr. 14.43	8.22	11.28	14.43	8.22
Sun Tong,	arr. 8.39	15.10	7.59	15.10	7.59	Tai Po Market,	arr. 14.44	8.23	11.29	14.44	8.23
Tong Mei,	arr. 8.44	15.16	7.59	15.16	7.59	Fan Ling,	arr. 14.49	8.28	11.34	14.49	8.28
Nga Yau,	arr. 8.48	15.20	7.59	15.20	7.59	Shum Chun,	arr. 14.50	8.29	11.35	14.50	8.29
Shek Ha,	arr. 8.55	15.27	7.59	15.27	7.59	Id Lung,	arr. 14.53	8.32	11.38	14.53	8.32
Shek Tan,	arr. 9.00	15.32	7.59	15.32	7.59	Ping Wa,	arr. 14.55	8.34	11.40	14.55	8.34
Shek Lik Kai,	arr. 9.13	15.44	7.59	15.44	7.59	Tin Tong Wai,	arr. 14.54	8.34	11.40	14.54	8.34
Shek Lam,	arr. 9.20	15.51	7.59	15.51	7.59	Shek Ma,	arr. 14.56	8.36	11.42	14.56	8.36
Sai Wu,	arr. 9.30	16.01	7.59	16.01	7.59	Tong Tin Ha,	arr. 14.59	8.39	11.45	14.59	8.39
Nam Shek,	arr. 9.45	16.16	7.59	16.16	7.59	Lum Tsai,	arr. 15.03	8.43	11.49	15.03	8.43
Wang Lik,	arr. 9.55	16.26	7.59	16.26	7.59	Chung Muk,	arr. 15.05	8.45	11.51	15.05	8.45
Sheung Ping & Yau,	arr. 10.03	16.34	7.59	16.34	7.59	Tou & Shek Ma,	arr. 15.08	8.48	11.54	15.08	8.48
Tai Tong,	arr. 10.09	16.40	7.59	16.40	7.59	Tai Tong,	arr. 15.10	8.50	11.56	15.10	8.50
Chung Muk,	arr. 10.10	16.41	7.59	16.41	7.59	Sheung Ping & Yau,	arr. 15.11	8.51	11.57	15.11	8.51
Tou & Shek Ma,	arr. 10.12	16.43	7.59	16.43	7.59	Muk Lun,	arr. 15.14	8.54	12.00	15.14	8.54
Lum Tsai,	arr. 10.13	16.44	7.59	16.44	7.59	Wang Lik,	arr. 15.16	8.56	12.02	15.16	8.56
Tong Tin Ha,	arr. 10.15	16.46	7.59	16.46	7.59	Nam Shek,	arr. 15.18	8.58	12.04	15.18	8.58
Shek Ku,	arr. 10.16	16.47	7.59	16.47	7.59	Sai Wu,	arr. 15.19	8.59	12.05	15.19	8.59
Tin Tong Wai,	arr. 10.17	16.48	7.59	16.48	7.59	Shek Lam,	arr. 15.20	9.00	12.06	15.20	9.00
Ping Wa,	arr. 10.18	16.49	7.59	16.49	7.59	Shek Ha,	arr. 15.21	9.01	12.07	15.21	9.01
Shek Ma,	arr. 10.19	16.50	7.59	16.50	7.59	Shek Tan,	arr. 15.22	9.02	12.08	15.22	9.02
Shek Lik Kai,	arr. 10.20	16.51	7.59	16.51	7.59	Shek Pai,	arr. 15.23	9.03	12.09	15.23	9.03
Shek Lam,	arr. 10.21	16.52	7.59	16.52	7.59	Canton,	arr. 15.24	9.04	12.10	15.24	9.04

Passengers for Canton and British Section go by No. 1 through.
Passengers for Station beyond Shek Lam and to Shum Chun, Hung Hom and Hongkong only go by No. 3 through.
Passengers for Shum Chun and British Section go by No. 1 through.
Passengers for Canton and British Section go by No. 3 through.
Passengers for Station beyond Shek Lam and to Shum Chun, Hung Hom and Hongkong only go by No. 3 through.
Passengers for Shum Chun and British Section go by No. 1 through.
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Passengers for Shum Chun and British Section go by No. 1 through.
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[a713]

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CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 p.m.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 a.m.
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[a144]

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[a1084]



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[25]

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Other communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1911.

We have not yet heard the last of labour strikes in Great Britain apparently, even for the present year. The latest Home papers tell us of a conference of miners to be held next week at which a resolution will be submitted in favour of demanding a minimum wage for miners to be secured by means of a general strike, if necessary. We read also that, so far as the more highly skilled trades are concerned, there are signs of quiet preparations for a general movement in favour of an eight-hour day. The signs are particularly marked in the ship-building trades, more especially among the boilermakers. The principle of a shorter working day has already been approved by the Executive Committee of the 18 federated unions covering the shipbuilding trades, who have called upon the executives of the affiliated unions to express an opinion on the subject. When this has been done the matter will, it is understood, be discussed at the next meeting of the federated executives. It is practically certain, says a Labour correspondent in *The Times*, that the outcome of this meeting will be the almost unanimous backing of the demand for an eight-hour day. A similar agitation is reported in the steel trade. A ballot of the members of the British Steel Smelters' Trade Union has just shown a large majority in favour of the principle, and the union officials have asked for a conference with

the employers to discuss the demand. A curious comment on this movement for an eight-hour day is the fact that the miners, who already have an eight-hour day, are very generally dissatisfied with it. When the Act was passed the miners were led to believe that it would be a great boon to them, but it is said to be proving otherwise. It is explained that it was the custom at many pits, before the Eight Hours Act was passed, for the men to work long shifts on mid-week days in order to have ample time for gardening and sport at the week-ends. The men frequently had clear spells of leisure from Friday night till Tuesday morning. Now, with the law limiting the working-hours to eight each day, it becomes necessary for the men to be in the pits one and two shifts more per week—that is, they have to work Saturdays and Mondays in order to "make wages." Thus, including the time occupied getting to and from work, the average miner has less time for home life than he had before the State attempted to give him more time to himself. The Act has defeated its own chief object. Now it seems that at many of the pits there is a movement to get back to the conditions which existed before the Eight Hours Act was passed. It does not, of course, necessarily follow that because the miners are dissatisfied with the Act, the men in the highly skilled trades would also be dissatisfied; but this difference of opinion between two large classes of workers discloses that the new "syndicalist" development in the Labour world has its limits. There is in the current number of the *Nineteenth Century* a very illuminating article on the Labour Problem from the pen of Mr. Ellis Barker in which, in the first place, he establishes by official statistics that wages in recent years have shown a tendency to decrease, while the price of commodities has increased. He shows further that about 40 per cent of the workers in Great Britain are in receipt of a wage scarcely sufficient to do more than keep body and soul together. To this extent he is sympathetic towards the revolt of the wage-earners against the conditions under which the majority of them live. He asserts that their condition has been worsened by recent labour legislation, and he is apparently fully justified in doing so. Experience has shown that the Workmen's Compensation Act especially is regarded as having done more harm than good. A working man who wrote to *The Times* recently stating the case for the railwaymen who had come out on strike mentioned that employers had become so frightened by the extraordinary decisions of the Courts under this Act that in self-protection they discharge every man who shows the slightest signs of failing health. Consequently "for every workman compensated under the Act you will find a dozen gray-haired men of late middle age eating the bitter bread of idleness as a direct consequence of its enactment." The insurance scheme, too, this writer says, is everywhere regarded with grave misgiving. "The working men are beginning to feel that the hasty projects of Mr. Lloyd George have all the qualities of a boomerang." But the gravest feature in the situation is the frank advocacy of revolutionary methods by the Dictators, Tom Mann and Ben Tillet, who as recent events have shown, have succeeded in introducing into England the syndicalist methods advocated on the Continent, and who by voice and by pen, are constantly preaching Socialism as the ideal of the workers, not the State ownership of the means of production and exchange, but ownership by the Trades Unions. Mr. Ellis Barker in his article in the *Nineteenth Century* supplies much illuminating information on this aspect of the question, and when we consider what has happened and the developments now in progress in the labour world, few will be found to disagree with his conclusion that what we have to prepare for is revolution. The movement, as we all know, is not confined to Great Britain, but it is probably there that it will have its earliest development.

Wireless apparatus is being installed on the O.S.K. Dairen-Osaka regular steamers.

A theatrical combination known as the Scarlet Serenaders is coming to the Far East. It was to leave Hongkong for the Straits on the 15th instant.

Salvage operations in the case of the *St. Hugo* (wrecked near Nagasaki), which were undertaken on behalf of the underwriters and owners, have proved abortive. Recent storms have broken up the ship.

The petty thief does not often attempt to make a policeman his prey, but this happened at the West Point Police Station on Wednesday, when a gold watch and chain valued at \$90 was stolen from a member of the force. Another watch and chain was stolen from a resident of Hongkong, and the tenant of a house on the Kowloon City Road reports the loss of \$10 worth of electro-plated articles.

The table of fares on the Canton-Kowloon Railway will be found on page 5.

Mr. E. S. Kadoorie announces that he has severed his connection with the other partners in the firm of Ellis Kadoorie & Co., share brokers, and that he will continue to carry on the firm by the same name.

Signals were hoisted yesterday indicating a typhoon over 300 miles to the south east of the Colony, but later they showed that it had got within 300 miles. There was the usual exodus of small craft to Causeway Bay.

The largest seizure of forbidden drugs ever made in Manila was made last Friday night on the S.S. *America* when 700 tins of opium, 119 bottles of cocaine and 15 packages of morphine worth P65,000, were captured. Three Chinese members of the crew were arrested.

On Wednesday the master of a shop at 68, Bonham Street West, handed a foki a \$100 bill, and despatched him to pay an account of \$40. The foki paid the amount due, but did not return with the change, and the police have been asked to look for him.

On Wednesday evening the police paid a visit to the quiet little village of Pokfulam, and found a gambling game being conducted in the roadway with the assistance of a hurricane lamp. Four men were arrested, and on being charged before Mr. Hazeland at the Magistracy yesterday were fined \$5 each.

The following American Consular appointments are gazetted: Mr. Lester Maynard, to be Consul at Harbin; Mr. Roger S. Green, Consul-General at Hankow; Mr. Adolph A. Williamson, Consul at Antung; Mr. C. E. Baker, Consul at Chungking; Mr. R. P. Tenney, Deputy Consul-General at Tientsin; Mr. G. C. Hanson, Deputy Consul-General at Shanghai.

Manila boasts "the only fully qualified lady engineer in the whole of the Orient." Miss Hans, who is the principal assistant to Engineer Dubbs, is, we are told, an engineer of considerable experience, a graduate of the universities of California and Columbia (New York), and a member of the most important institutions in her profession. She has had long experience in field and construction work in southern California and is an engineer not only with a wide theoretical knowledge of the work but with a sound practical training.

LOCAL SPORT.

BOXING TOURNAMENT.

At the City Hall to-morrow night followers of boxing should witness some interesting bouts. The first will be between "Rags," the No. 1 Chinese pugilist, and Young Jackson, who recently fought to a draw after a stirring battle. Senemar Sky Kerrison will then box the best of 15 rounds with Corporal Soraton, the recognised middleweight champion of the Hongkong Garrison. Sapper Miles is to meet Stoker Biggins, lightweight champion of the China Station, in a 15 round mill-to-decide the championship, and this fight alone should be worth going a long way to see. Bill Lewis and Hannaford will then give a brisk exhibition, after which the fight between Iron Box and Potter will take place. When these men met recently in a ten round contest Box had the best of the first seven rounds, but the last three were in favour of Potter. To-morrow's fight is to be of 15 rounds duration, and Potter has every confidence that he will smother his man. Box also is sanguine of success.

LAWN BOWLS.

The League competition is now concluded. The Police are the winners for the third time in succession and the cup becomes their property.

	MATCHES	W.	L.	D.	Pts.
Police	6	4	1	1	9
Civil Service	6	3	2	1	7
Kowloon	6	2	4	—	4
Taikoo	6	2	4	—	4

OPEN CHAMPIONSHIP.

The final in the open championship between G. R. Edwards and J. Macdonald will take place at Kowloon Bowling Green on Saturday, October 7th, when the President of the League (Mr. F. Howell) will be "at home" to members of bowling clubs and their lady friends. The match for third and fourth places between G. K. Haxton and A. Hamilton will be played at the same time. The prizes will be presented afterwards.

HONGKONG CRICKET LEAGUE.

The following Clubs have entered for the league competition for the forthcoming season:

R.E.	Civil Service.
R.G.A.	K.O.Y.L.I.
Craigsgower.	H.K. Police.
Kowloon.	B.N. Yard C.C.

KOWLOON CRICKET CLUB.

The annual meeting of members of the Kowloon Cricket Club was held yesterday at the pavilion. Mr. W. Stewart, the vice-president, presided over a good attendance. The report and statement of accounts was unanimously passed. It was decided to leave the election of president over for some time, and the other office-bearers were appointed as under: Vice-President, Mr. P. R. Wolf; secretary, Mr. A. O. Brown; treasurer, Mr. C. W. Jeffreys; captain, Mr. J. H. Mead; vice-captain, Mr. W. L. Weaver; captain of second eleven, Mr. D. J. Mackenzie; committee—Messrs. Mackenzie, Curran, Weaver, Nelson, Green, Blackburn, Sutton, and May. The services of Mr. T. Chee as secretary and Mr. Mead as treasurer were acknowledged, and votes of thanks to the retiring office-bearers concluded the proceedings.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

ITALY AND TURKEY.

ITALIANS IN TRIPOLI PANIC STRICKEN.

London, September 28th.

Malta telegrams report that two battleships and four destroyers believed to be Italian have passed en route for Tripoli.

A private telegram states that Italian warships with an expeditionary force are flying off to Tripoli. The Italians there are panic-stricken, fearing that the landing of troops will provoke a massacre.

APPEALS FOR ASSISTANCE.

LATER.

The Anglo-Maltese colony in Tripoli has petitioned the Governor of Malta for assistance.

The Italian steamers are only accepting Italians as passengers.

The British residents are hoisting the Union Jack over their homes.

The only cruisers presently at Malta are the *Suffolk* and the *Barham*. The former is in dock.

GERMANY AS PEACEMAKER.

Constantinople telegrams state that Germany is endeavouring both here and in Rome to effect an amicable settlement.

The Porte is showing a friendly spirit and has assured Italy of her earnest desire to adjust their differences, but Italian circles point out that similar assurances previously given were worthless.

ANTI-MILITARIST DISORDERS.

LATER.

Reuter's Correspondent at Milan reports that there are large bodies of troops at Rome, Florence, Milan and other cities to check attempts by Socialists and Anarchists to provoke anti-militarist disorders.

There has been some rioting at Milan and hundreds of persons have been arrested.

The majority of the population, however, acclaim the expedition to Tripoli, but at some of the railway stations crowds lay upon the rails to prevent reservists passing. The cavalry cleared the lines while the reservists cheered for Italian Tripoli.

The *Daily Telegraph* states that the question of the passage of Turkish convoys towards Tripoli via Egypt is under the earnest consideration of the British Government. The Porte is hourly expected to raise the question.

A CASUS BELLI.

LATER.

The Turkish transport *Derna* landed at Tripoli 100 soldiers and a quantity of munitions. It entered the harbour in view of the Italian fleet. The Italian newspaper *Stampa* declares that the landing of the *Derna* is a *casus belli*.

Salonica telegrams state that all the Italian merchant vessels in Ottoman waters have been recalled.

The Turco-Italian negotiations are still proceeding. It is believed that Germany, though acting informally, is striving her utmost to reach a pacific solution. Despite the alarmist reports of the imminence of an Italian landing in Tripoli and Turkey's determination to fight in defence of territorial integrity, there is a more hopeful feeling to-day that a settlement will be reached.

POWERS UNABLE TO INTERFERE.

LATER.

The replies of the Powers expressing inability to interfere has caused most bitter disappointment to the Porte.

THE JOHNSON-WELLS FIGHT.

LONDON, September 28th.

Mr. Justice Lush has granted an interlocutory injunction prohibiting the use of Earl's Court for the fight between Johnson and Wells.

The hearing of the summonses at Bow Street has been adjourned.

THE TURF.

LONDON, September 28th.

The probable starters for the Jockey Club Stakes are—Lemberg (O'Neill), Lycaon, (Stern), Stedfast (F. Wooton), and Hair Trigger (Rickaby).

SUPREME COURT.

Thursday, 28th September.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

A CLAIM FOR INTEREST.

Li Po Hing sued Li Shek Pang for \$230, money received by the defendant for the use of the plaintiff.

Mr. Reader Harris appeared for the plaintiff, and Mr. W. E. L. Shenton appeared for the defendant.

Mr. Harris stated that the particulars of claim showed that the plaintiff on various dates mortgaged the northern portion of the Puya Reclamation Marine Lot 69, first to Father Naval for \$100,000, then to Tam Kow for \$20,000, then to defendant for \$8,000 and again to defendant for \$10,000. There were thus four mortgages outstanding on the property. On the 10th July this year Li Shek Pang advanced to plaintiff \$145,000 and re-assigned to the plaintiff his two mortgages and took a further mortgage for \$145,000 on the whole property. The four mortgages were paid off, and the reassignment of the mortgage to himself took place the same day. On the completion of the mortgage Li Shek Pang retained in his hands \$230, one month's interest on the mortgages for \$10,000 and \$8,000 on the ground that he had not received notice that he was going to be paid off.

Evidence was heard, and the case was adjourned.

ALLEGED MANSLAUGHTER.

CHINESE MIDWIFE CHARGED.

Before Mr. J. R. Wood at the Magistracy yesterday afternoon Chan Wai Kwai, a Chinese woman, practising as a midwife, was proceeded against on a charge of manslaughter.

Mr. P. H. Hodgson, Assistant Crown Solicitor, presented, and Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon) represented the defendant.

Mr. Hodgson, in outlining the facts, said the defendant was charged with the manslaughter of a married woman residing at 26, Battery Street, Yau-mat. Manslaughter was of two kinds, involuntary and voluntary, and he was proceeding under the heading of involuntary manslaughter. On August 28th the deceased, who was living at her home on the first floor of 25, Battery Street, was in a state of confinement and was apparently being attended to by the defendant who was acting as a midwife. It would appear from the evidence that before the actual birth of the child took place, the defendant went to see Dr. Lee Yin Tse, and in her somewhat lengthy statement she said:

"His Worship—Was this statement made in answer to the charge?"

Mr. Hodgson said it was, and the defendant said she went to see Dr. Lee to ask him to help her in the confinement. But the speaker thought he would be able to show that that was not the reason. The evidence would show that the defendant and there performed an operation in a manner she had absolutely no right to do—that was to say, with the utmost negligence, carelessness and want of proper precautions. The result was that the patient, in a few days' time, died in the Tung Wa Hospital.

His Worship—What day did she die?"

Mr. Hodgson—September 6th. Proceeding. Mr. Hodgson said the medical evidence would show the cause of death, and he would show that the defendant was absolutely unqualified in any way to act as a midwife. There was no law in the Colony to prevent the practice of midwifery without a licence, but if a woman took upon herself to do that work it would have to be done with care, without negligence and with every precaution.

Mr. Shenton—I presume my friend proposes to produce authorities for these statements?"

Mr. Hodgson—I shall.

His Worship—What is the custom among Chinese midwives? Have you any evidence about that?"

Mr. Hodgson said he would question his witnesses to that effect. Drs. Kelly and To would give their diagnosis of the case, and if his Worship was satisfied that the deceased lost her life owing to the improper manner in which this woman performed her duties as midwife, then there was a case to go to the jury. On the other hand, if he was satisfied that there was no negligence, no want of care, and that every precaution had been taken, then he would acquit the defendant.

Evidence was called and the hearing adjourned.

Two Chinese wearing long robes, and a Chinese boy, were charged before Mr. Wood at the Magistracy yesterday with obtaining money by false pretences. They are alleged to have been collecting money for Hongkong and Canton hospitals with bogus subscription lists. On the 26th instant Detective-Sergeant Grant was at 45, Caine Road when the defendants presented themselves and solicited a subscription. After a conversation with them, the Sergeant took them to the Police Station, and it now appears that the names of contributors shown in the book carried by the third defendant, which amounted to \$1,500, were forged, and that the amounts set down had not been received by the defendants. The hearing was adjourned for a week, and bail was fixed at \$1,000 for each man.

THE NEW CANADIAN PREMIER.

AN IMPOSING WELCOME.

LONDON, September 28th.

Ottawa telegrams state that Mr. Borden, the leader of the victorious party in the recent elections, was welcomed in Ottawa by the most imposing political demonstration known to the Dominion. It included a torchlight procession two miles long.

Mr. Borden, in a speech, said the demonstration marked not a political triumph, but the assertion of Canada's determination to adhere to the British connection for all time.

The *Evening Journal* states that the Navy question will be settled by referendum.

FRANCE AND GERMANY.

LONDON, September 28th.

The French Note concerning Morocco has been received at Berlin. It is friendly in spirit, but with certain reservations which necessitate a further interchange of views.

THE FRENCH NAVAL DISASTER.

CAUSED BY SPONTANEOUS COMBUSTION.

LONDON, September 28th.

A Paris telegram states that Admiral Bellus, member of the General Staff, endorses the opinion that spontaneous combustion in the powder caused the disaster to the *Liberte*, like the blowing-up of the *Jena* in 1907 and the disaster to the *Gloire* last week. "Almost every ship," he added, "has a quantity of defective cartridges of this powder, and we have already been advised to exhaust the supply as soon as possible. We are right to have ammunition which will not be an eternal menace."

Reuter's correspondent at Paris telegraphs that the Admiralty has ordered the removal from all warships, of all explosives shipped prior to 1902.

KILMARNOCK BYE-ELECTION.

LONDON, September 28th.

The bye-election at Kilmarnock Burghs has resulted in the return of Mr. W. E. Gladstone, Liberal candidate, a grandson of the "Grand Old Man." The figures were declared as under:

Mr. W. E. Gladstone (L.)	6923
Sir J. D. Lees (U)	4637
T. Mackerrall (Lab.)	2761

The vacancy was caused by the death of Dr. Rainy, who at the last election polled 8657 against the 5569 cast for the Unionist candidate.

A MOTOR TRAGEDY.

BUS FALLS INTO RIVER SEINE.

LONDON, September 28th.

While a Paris motor bus of the new pattern with no outside seats was crossing the River Seine it swerved, knocked down the parapet of a bridge, and fell into the river. Some of the occupants scrambled to the roof and were rescued.

It is believed that thirteen were drowned.

A GALLANT PRIEST.

LATER.

Eleven persons were killed and nine injured in the motor-bus.

A priest rescued six of his fellow-passengers by diving.

STEEL TRUST NOT TO BE DISSOLVED.

LONDON, September 28th.

Reuter's correspondent at New York telegraphs that the Steel Trust emphatically denies that it contemplates dissolution as reported on the 21st instant. It is legally advised that it does not violate the law.

KOWLOON-CANTON RAILWAY OPENING.

Guests holding invitation cards for the opening ceremony of the Canton-Kowloon Railway at Samohun on Monday, October 2nd, are informed that the invitation card is sufficient authority to travel on the British section special train from Kowloon to Samohun.

HONGKONG'S CHILDREN.

III.

EDUCATION AND FACTORY LEGISLATION.

In my previous letters I have pointed out the duty of the State to protect children from cruelty and neglect and to promote the education of children and control juvenile labour.

The two last-named subjects must be dealt with together as they necessarily depend upon each other.

It is worse than useless to forbid the employment of children (in a city at any rate) if there are no schools for the children to go to, as the prohibition necessarily forces them into the streets, where they are likely to acquire the germs of disease, physical and moral, more rapidly than in a factory.

On the other hand, it is useless to provide schools if the children are kept at work in factories or elsewhere during school hours.

Any one having any acquaintance with the mass of legislation dealing with education and juvenile labour which has been passed in England during the last 70 years will probably be amazed to hear that in this Colony, planted on the fringe of the most literary nation in the world as an outpost of Western civilization, in a position to cast rays of Western knowledge and science into the darkness of a nation of bookworms, there is absolutely no law of any sort in existence dealing with education or the control of juvenile labour, except the Reformatory Schools Ordinance, which is a dead letter, as no Reformatory School exists.

There is no Education Authority, there are no Factory Inspectors: the Government has no legal power to control or inspect schools or factories except for Sanitary purposes.

Seeing that there are probably 100,000 children and young persons in the Colony who would be affected by such legislation, its absence is sufficiently startling.

They say that in China when a man wants to build a house he first selects a "lucky" site, then, with great ceremony and the consumption of much joss paper to keep away the evil spirits, a gaudily painted roof-tree is hoisted into position.

Subsequently foundations are dug and walls built to support the roof-tree.

The organization of Education in Hongkong is like Chinese housebuilding; the University first, Elementary Education afterwards.

In China it is different: every male baby is a budding mandarin, almost as soon as he can see he begins to study the written character, he goes to the village school and studies continually until, if he can get enough money to buy his rice and pay his teacher, he enters for the series of competitive examinations which are open to every Celestial, and lead up to the highest offices in the State.

It is true that there is in the Colony an official miscalled the Director of Education, with two European assistants, but he has no power to carry out the functions of his high-sounding title.

The Director of Education was formerly called the Inspector of Schools; his correct title would be "Inspector of Government and Grant Schools."

The system is this: the Government has provided and controls a certain number of public schools, and in addition it does out a grant to any private school the Managers of which are prepared to submit to the rules of the Grant Code.

The Inspector of Grant Schools has no power over any school except to say, "If you don't do so and so, I will not pay you the Government dole." Can he be called a Director of Education?

As in the case of the Orphanages and Refugees, the defects in the law are partially remedied by voluntary effort: a large number of schools have been established by various Religious Bodies and Missionary Societies, and the Chinese, with the assistance of that benefactor of Education, Mr. Ellis Kadoorie, have inaugurated and endowed with much liberality several very fine schools.

On the 15th inst., like a bolt from the blue, came an Order-in-Council (local) constituting a Chinese Vernacular Education Board to promote efficient Chinese Vernacular Education in the Colony.

Apparently the Order-in-Council has no legislative sanction, and the "Board" which it purports to constitute has no legal powers or authority: the document is more like a Decree emanating from the Dragon Throne than the serious production of a Government which is supposed to work on constitutional lines: one is surprised not to find at the foot of the Order the words "Tremble and Obey" in vermilion type.

This is another example of the chaotic state of the law of the Colony dealing with education, and of the erection of roofs without foundations. What is wanted is not a Vernacular Board without any power, but a Commission to enquire into the whole question, and a Council of Education with statutory duties and powers, including the control of the funds voted for educational purposes.

F. B. L. BOWLEY.

LATEST STEAMER MOVEMENTS.

The C.P.R. Co's steamer *Empress of Japan* arrived at Nagasaki at 7.30 a.m., on the 28th inst., and left again at 2 p.m. same day for Kobe, where she was due to arrive at 6 p.m. on the 29th inst.

The Ben Line str. *Benlomond* from Leith, Middlesbrough and London, left Singapore on the 28th inst. for this port.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, September 26th.

FINANCIAL DISTRESS.

The Provincial Treasury still continues to be very short of funds and the Viceroy has asked that the sum of Tls. 100,000 which ought to be sent from this province to Peking be allowed to stand over until such time as the pressure on the Treasury be relieved. The Mint is still working hard night and day at coining twenty cent pieces, but these exertions do not seem to have relieved the financial position to any great extent. Wood, oil, and rice are still very dear, and the poorer section of the community is in great distress. Luckily as yet there have been no dear food disturbances.

GREAT CAPTURE OF ROBBERS.

From the Ko Chow Prefecture has just come a telegram stating that the officer in charge of the operations against bad characters has made a great capture of more than three hundred robbers. A special Magistrate is to be sent down to this prefecture to try the cases without delay. It may be recalled to mind that some weeks ago it was rumoured that robbers were very active in that district, and it is supposed that the extraordinary efforts of the officials are to be attributed to this cause.

OPIMUM.

During the last few weeks opium has greatly advanced in price and a catty of raw opium now costs \$40, while the prepared drug has become proportionately dearer. Opium smokers are now in a condition almost bordering on despair, for with the high prices thus ruling it is almost impossible for them to obtain the drug unless they happen to have plenty of money. Many of the most hardened of the smokers are men in very humble walks of life, who, if they wish to indulge their craving for opium, will have to do so at the expense of their daily food.

DEFENDING OFFICIALS.

The officials here seem to have made up their minds that the revolutionists will not attempt another rising for some time to come, but will confine their energies to the assassination of officers. Because of this the Director of the Military College has applied for a permit to import a considerable number of automatic pistols and a large quantity of ammunition. These weapons will be served out to the various High officials, who will in all probability be well armed in future when duty takes them out of their yamens.

THE SILK INDUSTRY.

Some time ago the Government established a school where scientific culture of the silk worm was studied. A number of students have now finished the course and certificates were presented to them on the 21st instant. After the ceremony was over tea was served and a photograph of the students and staff taken.

SACRIFICE TO CONFUCIUS.

The third day of the present month was observed as the autumnal sacrifice to Confucius and all the high officials went to the Confucian Temple to pay their respects before the tablets of the Sage. Extraordinary precautions were taken to prevent the entrance of revolutionaries to the place and no followers of the officers were admitted unless they possessed a card granted by their employers. A strong force of police and soldiers patrolled the street in which the temple is situated. The rebels, however, made no attempt to cause a demonstration. The 27th day of the present moon is observed as the birthday of Confucius, and elaborate preparations are to be taken on that day so that no disturbances take place when the students go to make obeisance before the shrines of the great teacher.

UNPLEASANT RUMOUR.

For several days past very unpleasant rumours have been in circulation to the effect that an attempt will be made to assassinate several of the highest officials on the 2nd day of October. It is wonderful how these rumours take their rise, and the quickness with which they spread over the city is even more remarkable. While there is not likely to be much truth in such a tale it is significant that practically no celebrations for the opening of the railway (October 2nd) will take place here, the ceremonies being fixed to take place at Sam Chun. There is not the slightest doubt but that the officials are in a state of great fear just now, and any public function is looked upon with more or less dread as affording a possible opportunity for the assassination of officials.

CLAN FIGHTING.

At Kow Kong there has been some very serious clan fighting between two rival families. The cause was that, owing to the vagaries of the river some fish from ponds belonging to one clan found their way into ponds belonging to that of another, and no way could be found to settle the dispute but by force of arms. Many persons have been wounded in these affrays, and the Nam Hoi Magistrate has sent a strong body of troops to the place to restore order. Some time ago I reported that a certain gentleman had advised the establishment of a Conciliatory Board to whom these ever-recurring disputes could be referred for arbitration, but nothing has come of this most excellent suggestion.

HELP TO RANSOM.

In spite of the active measures being taken against bad characters in the Shun Tak district crimes of violence still continue to be very numerous. A few days ago a gentleman was taking the corpse of his deceased father to his ancestral village for burial when the funeral cortege was attacked by bandits. The chief mourner was taken away by these brigands and was not liberated until no less a sum than \$10,000 had been paid as ransom.

THE CHIU CHOW DISASTER.

As so many persons have been rendered homeless and have lost their all through the recent floods in the Chiu Chow Prefecture subscriptions

in aid of the sufferers have been opened by the various charitable institutions. The Governor of the Hunan Province has just forwarded to the Viceroy the sum of \$10,000 in aid of the sufferers in the afflicted district.

JUNK FIRED ON.

Lately the owners of the junk that runs between Kongmoon and Canton have received very unpleasant attentions from pirates. These rascals demanded the sum of five hundred dollars in return for which they agreed not to molest the vessel. No notice was taken of these demands, which were repeated several times. The sequel was a very unpleasant one. The day before yesterday as the vessel was passing near Pa Tang, where the Kong Po Military Camp is situated, it was received by a fusillade of rifle bullets, several of which struck certain passengers, and in some cases, inflicted fatal wounds. Although this outrage was witnessed by those in the camp no effort was made by the military to capture the pirates.

RICE.

Welcome news from Kwong Sai states that rice has fallen and that the prospects of the rice crop are very good indeed. Just now it is prohibited to export rice from Kwong Sai to the sister province, but it is expected that this embargo will soon be removed.

ADMIRAL LI.

Admiral Li has left the city for a month's holiday in order to recuperate from the effects of his wounds. He has gone to a place near Pa Moon, and his family follow him to-la.

THE EXAMINATION OF CHINESE ENGINEERS.

The following "communiqué" article has been published in the *Peking Daily News*, a Chinese paper published in English. The examination recently held at Hankow for Chinese who had applied for engineering work in the Hupoh-Hankow Section of the Canton-Hankow Railway has created a sensation. The Engineer-in-Chief, Mr. A. A. Collinson, arrived at Hankow on the 7th inst., from Yenchow, and held a formal examination at Weichang on the 9th inst., when over sixty Chinese engineers attended. If he ever sympathized with the Viceroy of the province, concerned the Yuchuan Pa authorities and the Director-General of Railways in the present agitation against foreign loans by the people for the reason that Chinese would stand to derive no advantage either for encouragement of industry or of scientific work, he would perhaps be more thoughtful in putting up the examination Programme.

The examination gave the time of six hours for candidates to answer twenty questions out of thirty-five, and despite the fact that some of them were graduated from abroad as civil engineers or who have been engineers of other Chinese railways or who were recommended to him by the Yuchuan Pa, they were all being given the same subjects. It was asserted that within a short time such as six hours it was impossible to test the knowledge of a technical man; others accredited this movement as an indirect scheme for excluding Chinese engineers as much as possible, so that more openings may be reserved in favour of foreign engineers.

Rumours were current among the applicants that Mr. Collinson had declared before the examination that all Chinese engineers were only competent for appointment as junior assistants, if not student engineers, and further that Mr. Collinson had settled, without consultation either with the Yuchuan Pa or the Director-General, the engagement of many British engineers, most of whom were under him while in the Shanghai-Nanking Railway, and had also sent for more from England.

It is reported that owing to this story only about sixty applicants went to the examination, though the number in the registered list of applicants were over eighty. How much truth this story bears one will see in the near future when the appointment of all technical staffs is announced. To hold an examination for employees before admitting them into any service in disregard of their testimonials is not unfair, but it is not just if others, who are appointed to equal or higher position, should draw a high pay and escape the examination, because they are people other than Chinese, especially when the appointments are on the Imperial Chinese railways. The root of this favoritism lies in the fact that one who has less contact with the people of the other race takes the more fancy to his own people, and the only way to bring them to a closer understanding is by means of study of languages. Sir Robert Hart, who was Inspector-General of Customs, was keenly alive to this importance, and therefore all Customs inspectors and foreign railway engineers have to study Chinese. Foreign railway engineers have to travel in the interior of China to study the wealth of towns and villages where the route of the line is to be selected, and they can never make themselves sure of the correctness of their reports and estimates if they were to depend entirely on the information of interpreters. The technical staff of foreigners, including examination and inspection and recruitment, to assure the safety of the public and welfare of the community. No doubt this is the time for the Yuchuan Pa to adopt it as a rule that foreigners must know Chinese before allotted to the responsible work such as mentioned above in view of the extensive railways that have to be built and further to be maintained, and in so doing the alleged favoritism will also have the advantage of being automatically checked.

QUEEN MARY AND A CRIPPLE BOY.

A PATHETIC INCIDENT.

The death occurred last month at Downham Market of Sidney Barker, a little cripple boy in whom Queen Mary took a sympathetic interest. He was 13 years of age and was born in the workhouse. Owing to the fact that he was suffering from tubercular disease of the hip he was admitted as a patient to the West Norfolk and King's Lynn Hospital at King's Lynn, and while there he wrote to the Queen last Christmas asking her "to come and see the little boys in his ward." A few days later the Queen, accompanied by the Prince of Wales, Princess Mary, and Prince Albert, visited the hospital. She asked to see the boy, and on being conducted to his cot said, "Well, Sidney, you see I have come." Her Majesty talked to the boy for some time and made inquiries from the medical staff as to the nature of his illness. After a few weeks the boy was discharged from the hospital as incurable, and he was removed to the Downham Market Workhouse Infirmary. A few days before the Coronation he received a gift medal from the Queen. He wore the medal continuously and had a photograph of the Queen on either side of him.

CHANGING CHINESE TRADE.

The United States Consul-General, George B. Anderson, at Hongkong, writing on the returns of the foreign trade of China in 1910, states:—

The most significant feature of the returns in some respects, however, is in the portion of the imports and exports respectively held by Hongkong. These Hongkong-China returns indicate a growing preponderance of Central and North China in the foreign trade of the nation, and a corresponding decrease in South China's proportion of such trade. Practically the whole of the foreign trade of South China is transacted through Hongkong. This has always been the case, and it is likely to be the case indefinitely, for, while in some respects there is a tendency to develop direct trade with the several ports in business with neighbouring colonies, the actual overseas trade is being carried in larger and larger vessels, which travel by the most direct route, and their cargoes are transhipped for the small ports at Hongkong for South China ports, Indo-China, the East Indies, the Philippines, and elsewhere. In exports Chinese goods still are gathered in the smaller Chinese ports, and forwarded to Hongkong for shipment to United States and Europe. In Canton, for example, all the exports to foreign countries are exported to Hongkong for distribution abroad, and about 97 per cent of the imports are received from Hongkong, the exception being some portion of the port's supply of coal, a little rice and various small cargoes. The same is to be said of Amoy, Swatow, and other ports in varying degrees. It is of decided significance in studying the distribution of China's import trade and its exporting powers to note that, while in a general way South China seems to be increasing its proportion of China's imports, as measured by the imports through Hongkong, it is losing ground comparatively in its proportion of China's exports.

Between 1909 and 1910 the imports into China from all countries, including the imports through Hongkong, increased about 16 per cent, while the imports through Hongkong alone increased over 19 per cent, and Hongkong's proportion of the whole import trade of the Empire increased from 35 per cent, to 37 per cent, the result of the year's trade in exports from China by way of Hongkong, however, was not so satisfactory.

The increases in China's exports to all countries, including exports by way of Hongkong, amounted to about 17.7 per cent of the previous year's records, while the exports by way of Hongkong showed an increase of about 17.5 per cent, and the percentage of the whole held by Hongkong remains substantially the same as in 1909. However, there was a notable falling-off in this percentage in the 29.6 per cent of the whole, as compared with the 33.2 per cent of 1908 and similar records in previous years.

It should be noted, however, that these proportionate figures do not measure the whole of Hongkong's real trade with China, either in imports or exports. Hongkong's trade in imports and exports with China, of course, is merely that of a distributing agent, and a large portion of China's imports and exports which arrive and depart from Chinese ports direct are in reality bought and sold and transacted in Hongkong, which port the profits of the trade go. Nevertheless, there is a considerable change in the course of China's trade as measured by its trade with Hongkong. The increased proportion of exports from the north is accounted for by the increasing value of the Manchurian bean trade and the trade in various vegetable oils, the increasing value of China's exports of raw cotton, and in general the increased sale abroad of various Chinese agricultural products. The next few years also is likely to see a change in the amount of imports through Hongkong by reason of the suppression of the opium trade.

THE GOLFER'S ALPHABET.

A is Arithmetic, handy to know
When the score figures up to a hundred or so.
B is the Bogeys, whose look is infernal.
And happy is he who can win from the "Colonel."
C is the Card, that began with a three,
And was torn into bits at the seventeenth tee.
D is the Driver, the Drive that he cuts,
And the Something he says when he misses short putts.
E is the Eye, and its least little quiver
Spells ruin. The moral: Look after your liver.
F is the Folly that leads us to Fours.
And the Fools that follows in regular course.
G is the Game we expected to play,
But which didn't come off on the tournament day.
H is the Hole that was easy in four,
And also the Hazard that made it six more.
"I may be a Jay," said a humours wight,
"But how is that pond far drive out of sight?"
K is for Kiffy, whose Kiffie is chic.
Watch her skip up the green with her sweet little creak.
L is the Lie, and the Luck that it brings—
But here I omit some unprintable things.
M is that Moment of agony keen,
When it's one for the Match on the very last green.
N is the Niblick, retriever of blunder,
And now and again it accomplishes wonders.
O is the Odd that we play for the tie—
Peculiar indeed that it didn't get in.
P is the Putter that Philip never made,
Though the stump it was there and the price it was paid.
Q is the Quench for some wonderful Quirk
That would lengthen our drive, if it wasn't a jerk.
R is the Rub that may lay us up dead,
Or leave us in sand buried over the head.
S is the Swing that we learn from the books—
But, oh, if we only could see how it looks!
T is the Trap that is seldom or never
The fitting reward for an honest endeavor.
U is the Uction we lay to our soul,
With the other man stymied a foot from the hole.
V is the Vigour with which we insist
Upon eighteen, or more, in the handicap list.
W is a Whisper: "Between you and me,
I have just done the roue in a pat 8.".
X is the X-pletive sometimes employed,
For a golfer is human, and easily annoyed.
Y is the Youth who on tennis was toiled,
Alas, that a glorious golfer was spoiled!
Z is for Zero, the sign of despair,
"Aw! w! your golf! we will play it nase main."
As it has happened again and again,
We're at it to-morrow by half after ten.

NEW DREADNOUGHTS.

THE 13½ INCH GUN.

(BY THE NAVAL CORRESPONDENT OF "THE DAILY TELEGRAPH.")

In October last it was announced in *The Daily Telegraph* that the naval authorities had decided to abandon the familiar 12in. gun in favour of a far more powerful weapon of 13.5in. that the new gun had been tested with satisfactory results, that for some time it had been secretly in process of manufacture, and that it would be carried by the six battleships and battleship-cruisers then in an advanced stage of construction, and by the five vessels of the programme of 1910-11. It was further prophesied that the Admiralty would be found to have gained a lead over all the other navies of the world as unexpected abroad as it would prove gratifying to the British people.

Two of these eleven ships will pass into active service almost immediately, to be followed by another four in the early spring. The sanguine hopes which they prompted in the autumn of last year are now shown to have been well founded. The two vessels now completing—the *Orion* and *Lion*—and their sisters are beyond question superior fighting machines to the original Dreadnought as that vessel was to those built before her advent. It is further more known that they are unique in their concentrated power, and will carry with them when they hoist the pennant the most complete justification of the armament policy pursued by the Board of Admiralty. At a moment when the 13½in. gun is passing into the active fleet in this country, in other navies 12in. weapons are still being mounted.

Other Powers endeavoured to out-Dreadnought the *Dreadnought* by adding to the number of big guns, even though they could not be effectively employed simultaneously. The latest German battleships, the *Hofgeland*, *Thuringen*, and *Goeben*, now completing for entry into the High Sea Fleet, mount twelve 12in. guns, in comparison with ten 13.5in. guns in the immediate successors to the British *Dreadnought*. But only eight of the twelve German guns can bear at once on either broadside, while in the new British ships which have lately joined the Home Fleet the whole armament can be thus employed. The model gun-ship is the one which can bring all her battle guns into action against an enemy at once. The British vessels conform to this rule.

SPEED OF THIRTY KNOTS.

Now the British Dreadnought design has entered upon a further stage in its development. At a moment when all the naval Powers are completing ships carrying so heavier weapon than the 12in. gun, the Royal Navy is about to gain an immense accession of strength. In the coming month two of the ships of what may be regarded as the post-Dreadnought era will carry out their trial at sea, prior to entering the Home Fleet. They are both battleships, but the *Orion* has somewhat heavier armour protection, allied with a speed of between twenty-one and twenty-two knots, while the *Lion* has somewhat thinner armour, in association with engines which are expected to propel her at a speed of about thirty knots. Apart from torpedo craft, the *Lion* is the swiftest man-of-war ever constructed, and can steam even faster than those two ocean greyhounds, the *Maurauder* and *Lusitania*, which are credited with only 25½ knots. There is not a foreign merchant ship or warship which the *Lion* could not rapidly overhaul at sea.

Since the story of sea-powering, no vessel has ever been designed combining in a single hull such a combination of offensive and defensive power. This is the jubilee year of the armored ship. Fifty years ago the first vessel with armored sides—the *Warrior*—was constructed at Blackwall, and it is not without interest to compare this pioneer vessel with the latest of her descendants.

The *Lion* carries her eight huge weapons in four turrets, so disposed that they can all be brought to bear on either broadside and fired simultaneously. Whereas "the old *Warrior*" could discharge a broadside of 272lb. only, the *Lion* will be able to throw with immensely increased force no less than 10,000lb. of metal. This main armament is supported by sixteen 4in. guns for repelling attack by torpedo craft.

WORLD'S MOST POWERFUL SHIP.
The *Orion* is the *Lion's* less speedy sister. She is more powerful than the *Lion*—indeed, she is the world's most powerful man-of-war. Her main belt is 12in. thick, and she carries two more 13½in. guns—two in all—disposed on the centre line, and capable of being fired through the angle from the bow to the quarter. The *Orion* also carries twenty-four more anti-torpedo weapons of the 4in. type. How does she compare in gun fire with the *Dreadnought*? It may be asked. The *Dreadnought* could fire a broadside of 6,800lb.; that of the *Orion* is of 12,500lb., an increase of nearly 100 per cent. at practically no increase in cost of construction. These two ships belong to the ship-building programme of 1909-10, and complete the first quartette, the *Hercules* and *Colossus* having been already commissioned. The "confraternal" Dreadnoughts are due in the spring. Germany is just completing the three battleships of her 1903-9 programme, which will join the High Sea Fleet about the same time as the *Lion* and the *Orion* enter the British Home Fleet. The strength of the two navies in ships of the Dreadnought type, completed or practically completed for sea, is now as follows:—

GREAT BRITAIN.

Dreadnought	Collingwood
Indefatigable	Vanguard
Invincible	Myne
Ironclad	Indefatigable
Bellerophon	Colossus
Temeraire	Hercules
Superb	Orion
St. Vincent	Lion

INTIMATIONS

BROWNING'S OLD TOM GIN.



"An Ideal Drink for Summer."

SOLE AGENTS:

H. RUTTONJEE & SON,
WINE & SPIRIT MERCHANTS

Chas. J. Gaupp & Co.

Have Just Received a New

Selection of Goods from

MAPPIN & WEBB,

LONDON,

Comprising:—

SILVER CUPS,

PRESENTATION PLATE,

TEA SERVICES,

&c. &c.

PRINCES PLATE,

TABLE WARE,

CUTLERY,

FISH KNIVES and FORKS,

DRESSING CASES with

SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETTS,

RAZORS.

[256]

GERMANY.	
Nassau	Von der Tann
Westfalen	Helfoland
Rheinland	Ostfriesland
Posen	Thuringen

So far we have held our own owing to the splendid organization of our shipbuilders and gun and armour manufacturers. Ships of the largest size are being built to the last detail of construction in twenty-four months, and thereby the Admiralty have been able to hold a lead in comparison with rival fleets. The secret of the attainment of the present standard of two to one in Dreadnoughts in contrast with the next strongest naval Power is to be found in the shipyards and gun and armour factories. This in itself is proof of the efficiency of these allied British industries.

The naval power is not ended; there is a keen struggle still ahead; but so far, thanks to a healthy public opinion, we have held "our place in the sun."

THE "EMPRESS OF CHINA."

A statement published in Tokyo papers describing as hopeless the position of the *Empress of China* is incorrect in every particular, according to the *Japan Advertiser*.

A representative of the *Advertiser* has been officially informed that the salvage company has by no means given up its operations; on the contrary the work is progressing slowly but surely toward a successful issue. A canal has been blasted through by which the vessel can be refloated, and as she lies in a position fairly well protected from the prevailing northerly winds, no present apprehension is felt that the work will have been done in vain. The salvagers have been closing up some leaks and making the most careful preparations for the next attempt at refloating.

COMMERCIAL UNION ASSURANCE.—Mr. Harry Tabor Brooks, of Messrs. Robert Brooks & Company, and Mr. Charles David Seligman, of Messrs. Seligman Brothers, have been elected directors of this company.

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, September 18, 1911.

Messrs. LAYAL AND EVATT'S LIST.	
Nom. Value.	Buyers. Sellers.
2s Allagar	35 40
2s Allagar Options	152 110 1/2
2s Anglo-Java	6 46
2s Anglo-Johore	6 7 1/2
2s Anglo-Samatra	55 68 1/2
1s Ayer Kuning	196 20 1/2
2s Bata Malaka	40 47 1/2
2s Bata Caras	197 18 1/2
1s Bata Tiga	70 78 1/2
1s Batafort-Borneo	16 6 1/2
1s Bukit Kajang	41 3 1/2
1s Bukit Lintang	76 80 1/2
2s Bukit Mertajam	24 2 1/2
2s Bukit Rajah	21 7 1/2
2s Bukit Selangor 1st pd.	1 1/2 1/2
2s Bukit Selangor 2nd pd.	6 9 1/2
2s Ceylon United 5s. pd.	10 7 1/2
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2s Ceylon United 1000s. pd.	10 7 1/2



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF

IMITATIONS.

SOLE AGENTS IN HONGKONG,

LANE, CRAWFORD & Co.,

and from ALL WINE MERCHANTS.

SHANGHAI SHARE QUOTATIONS

On 21st September, 1911.

[J. F. Bisset & Co.'s List.]

COMPANY. PAID UP. QUOTATION.

Banks.—

Hongkong & Shanghai Bank.

Insurance.—

Union Society of China.

North-China Insurance Co.

Yangtze Insurance Co.

Canton Insurance Co.

Hongkong Fire Insurance Co.

China Fire Insurance Co.

Shipping.—

Indo-China (ref. def.).

Shell Transport & Trading Co.

S.S. Tug & Co.

Kochi Transport & Trading Co.

Docks & Wharves.—

S.S. Dock & Eng.

H. & W. Dock.

S. & H. Kow Wharf.

H. K. Wharf & G.

Yangtze.

Mining.—

Ramp Australian.

Chinese Eng. & Min.

Lands.—

Shanghai Investment.

Humphreys Estate.

Weilshel.

China.

Anglo-French.

Plantations.—

Ayer Kuning Estate.

Ayer Kuning Estate.

Pattin Co. Ltd.

Chimpendak.

Dominion Rubber.

Kalampong Rubber.

K. J. P. Rubber.

Shanghai Estate.

Shanghai Estate.

T. & T. Estate Co.

Cottons, etc.—

Intercontinental.

Lao Kung Mow.

Soy Chees.

Shanghai Cotton.

Industrial.—

Ayer Kuning Estate.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM JAPAN PORTS WITH CARGO

S.S. "AMERICA MARU."

FROM SAN FRANCISCO, AND

HONOLULU.

THE Steamship

"NIPPON MARU."

having arrived with Cargo on S.S. "AMERICA MARU" from San Francisco and Honolulu,

Consignees of Cargo per S.S. "NIPPON MARU" and S.S. "AMERICA MARU" are hereby notified

to send in their Bills of Lading for Counter-signature, and to take immediate delivery of

Cargo from alongside.

Cargo remaining undelivered on SATURDAY, the 29th inst., at Noon will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 2nd Oct., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 9th Oct., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 26th September, 1911. [119]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI"

FROM BOMBAY, COLOMBO AND

SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, via Suez, ex S.S. "Macedonia,"

From Persia Gulf, ex S.S. B. I. S. N.,

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Oct., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th September, 1911. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA"

FROM ANTWERP, LONDON, MID-

Wilson & Gill

BY ROYAL APPOINTMENT TO THEIR MAJESTIES THE KING AND QUEEN OF SPAIN, HER MAJESTY THE QUEEN OF DENMARK, HER MAJESTY THE QUEEN OF GREECE.



"THE GOLDSMITHS,"
139 & 141, REGENT ST.,
LONDON, W.

Telegraphic and Cable Address:
Wilson & Gill, London. Telephone: 3011 Central.

ILLUSTRATED CATALOGUE POST FREE.

DESIGNS SENT ON APPROVAL.

WILSON & GILL,

Specialists in the Manufacture of Dressing Cases.

**NEW AND EXCLUSIVE DESIGNS FOR
WEDDING OR OTHER PRESENTATION
from £5 to £100.**

CASES SPECIALLY DESIGNED

to take customer's own fittings. Estimates free on application.

Very handsome Lady's Dressing Case, made of Moss-Green Morocco, size 18 x 13 x 7 1/2 in., with Two Double-Action Locks, lined Silk.
The fittings finest quality Solid Silver with Empire Reeded Borders.

CONTENTS:

2 Hair Brushes,	1 Comb,	Leather Writing Case,
1 Hat and Cloth Brush,	7 Bottles,	Leather Jewel Case,
1 Hand Mirror,	1 Powder Jar,	Leather Hat-pin Case,
1 Button Hook,	1 Flask,	Leather Card Case,
1 Shoe Lift,	Instrument Board,	Leather Purse.

Complete with Mackintosh Cover ... £25 0 0

With plain Silver Fittings ... £21 0 0

Crocodile Case ... £4 0 0 (extra)

Carriage, Insurance and Delivery Charges ... £1 extra.

Purchasers residing abroad have the advantage of being supplied direct from an immense London stock at manufacturers' net cash prices.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

**VANCOUVER, B.C. SEATTLE &
PORTLAND (Or.).**

VIA

SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS.

Steamers	Tons	Dr.	Captain	To Sail on or About
KUMERIC	11,000		G. D. McGill	10th October.
LUCIFIC	11,000		J. Mathis	25th October.
HERCULES	7,000		R. Wilhelmsen	10th November.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
KING'S BUILDING, PRINCE CENTRAL.
TELEPHONE No. 780.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th September.
FROM COLOMBO: 17th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.
FROM HONGKONG: Frequent Sailings.
FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.
S.S. "KATANGA" ... 5,600 tons ... to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, 28th August, 1911.

[1975-173]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE & MANI	"PEKING"	About 10th November.

For Freight and Further Particulars, apply to—
TELEPHONE No. 171.

OLOF WILK & CO., CHINA AGENTS, KTHIEBOLAG.

YORK BUILDINGS, TOP FLOOR.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAVA	First half of Oct.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	First half of Oct.
TJIPANAS	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJILIWONG	JAVA	First half of Oct.	JAPAN	First half of Oct.
TJITAROEM	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
HONGKONG, 23rd September, 1911.
Telephone No. 375.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG.	(SUBJECT TO ALTERATION)	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 10 A.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M.S. "MONGOLIA" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 30th September, at 10 A.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application
To European Points: Officers of any European Naval, Military, Diplomacy, Consular and/or Civil Service located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points—Missionaries and their families.

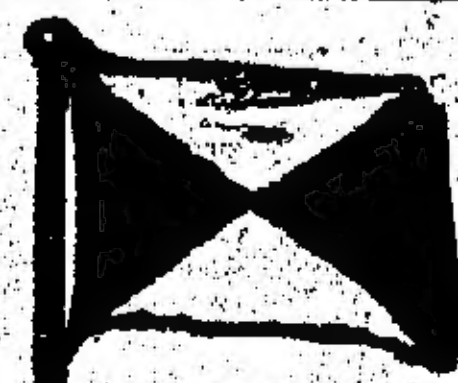
INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.
THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.
On the Fine MAIL Steamers, CHINA and PERSIA, FIRST CLASS.

FARES: HONGKONG TO LONDON via New York ... £43.
HONGKONG TO SAN FRANCISCO ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 10th Oct., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Oct., 4 P.M.

For Freight or Passage, apply to—
HONGKONG, 23rd September, 1911.
SHEWAN, TOMES & CO. General Managers.
PHILIPPINES S.S. Co.

COAL IN THE F.M.S.

RESULTS OF OPERATIONS BY THE MINES DEPARTMENT.

The possibilities of a profitable coal output from the F.M.S. are alluded to by the Chief Secretary in his report for 1910. The remarks:

During the year 1908 a Malay named Haji Abdul Hadi found pieces of black coal in the bed of a small stream near the south boundary of the Ranjang Panjang Forest Reserve, in the State of Selangor; steps were taken for prospecting, which continued till May, 1910. The Geologist reporting early this year (1911) on these coal measures states that the results of the operations carried out by the Mines Department show that the coal extends along the strike for more than half a mile, and an examination of their records leads him to believe that there is another seam to the north of that exposed in the adit driven by them, but as only one of the pits sunk and none of the bora have gone through the latter there is no vertical section proving this; the one pit, which pierced the seam, passed through 24 feet of coal and then entered into light-colored sandy ground; the Geologist adds that it is clear from the evidence obtained in the adit that the seam at this point must be of great thickness, probably 50 feet.

Several analyses have been made of the coal and the tests show that it was a high percentage of moisture, a low percentage of fixed carbon and a low percentage of ash; this last, as pointed out by the Geologist, is a good point, but the first two are the cause of the evaporation tests comparing so poorly with those of other coals. The mean of five tests gave 9.8 as the evaporative value of one pound of fuel in lbs. of water at 212 degrees Fahrenheit. This compares unfavourably with other coals, the percentage of which is given by the Geologist as follows:

Chinese anthracite	12.4
Borneo coal	14.4
Australian coal	13.4
Indian coal	13.2 and 13.6

He also observes that the coal tested came from close to the surface, and it is reasonable to expect that the quality will improve in depth; the discovery of a coal of such quality does not preclude the possibility of further seams being found. Mr. Scrivenor concludes his valuable report, which has been printed separately, with the words:—"But poor though the coal may be compared with others, the determining factor that will fix its value as an asset to the country will be the price at which it can be sold, and the opinion of those in a position to judge seems to be that it will be possible to reduce the price sufficiently to counterbalance the high consumption that will be necessary to obtain the same results as with other coals."

A syndicate has been granted a prospecting licence, and if hereafter a mining lease is desired, it will be granted on conditions agreed upon.

LARGE DECREASE IN TONNAGE AT COLOMBO.

IS SABANG IN ANY WAY RESPONSIBLE?

The growth of Sabang Bay as a coaling port, says the *Times of Ceylon*, has been quite remarkable of late, and one of the heads of a well-known Colombo firm of shipping agents, discussing the somewhat startling decrease in the tonnage of the port to which attention has recently been called, suggested that possibly we might look to Sabang for a partial explanation of the position. He believed that, in the main, the falling off was fortuitous, but Sabang had been making such rapid strides, and the facilities there were so much greater than here, that he considered it quite possible that the Dutch port had been the means of "jobbing" Colombo to a considerable extent. At Sabang there was free entry for vessels bunkering, and the ships were able to go alongside the wharves.

The decrease could not be accounted for by any increase in the price of coal at Colombo, for the price had gone down. It will be remembered that we published a cable the other day to the effect that owing to the heavy Suez Canal dues an increasing number of cargo vessels went by the Cape route to Australia and India. The Australian tonnage, however, had not increased, but for the New Zealand boats now called at Colombo, and during the year, when the Australian strike was on, more steamers called here than before. Sabang was going ahead at a remarkable rate, and being on the direct route—east and west—it probably had something to do with the falling off in the tonnage figures at this port.

A further factor in the decrease might very possibly have been the typhoons which the Suez Canal trade which was the result of the plague in China and Manchuria. It was quite possible, too, that the delays which occurred in coaling ships at Colombo owing to the shortage of labour might have had some effect. The shrinkage, very possibly, was only a temporary one, and it would come as no surprise to him (our informant said) to find an increase instead of a decrease when the next figures were in their hands.

Asked whether he considered that growing popularity of the Cape route had had any effect on the tonnage coming to Colombo, the gentleman we approached was convinced that it had not. He attributed the increasing popularity of this route to the fact that better steamers were now being put on. The P. and O., for instance, had taken over the Lund (Blue Anchor) line and had extended it; the Aberdeen line had greatly improved their service, and the Blue Funnel line had also started a service of steamers via the Cape, which carried passengers. He did not think that it had had any effect on Colombo, or that it would.

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price ... £1.75

(On Sale at—

Hongkong: "DAILY PRESS" Office.

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Messrs. BREWER & CO.

Canton: Messrs. A. S. WATSON & CO.

SHANGHAI: 2-3, FOOHONG ROAD.

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TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

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BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CLARK & CO.—LUDGATE CIRCUS LONDON, E.C.

WEATHER REPORT.

On the 26th at 10 a.m.—Red South Cone and Drum hoisted.

At 11.45 a.m.—The typhoon is situated about 100 miles to the S.E. of Prata abou. It continues to move towards W.N.W. The barometer is falling steadily over the Northern and Western shores of the China Sea, while it has risen moderately over the Philippines.

The typhoon is expected to pass to the South of Hongkong to-morrow, and the wind will probably rise to a gale along the S. coast of China within the next 24 hours.

The depression lying over E. Manchuria yesterday is moving into the Pacific to the East of Hokkaido. High pressure now covers the former area.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

* Hongkong & Neighbourhood
Fornese Channel N.E. gale.

South coast of China between Hongkong and Lamook. Same as No. 2.

South coast of China between N. winds freshen. Hongkong and Hainan. Jing considerably.

* N. winds, probably freshening to a gale; fine at first, equally with rain later.

CHINA COAST METEOROLOGICAL REGISTER.

September 23rd.—At A.M.

September 23rd.—At A.M.							
Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vlostock	7 a.	30.14	49	78	NNW	1	b
Nemuro	6 a.	29.61			NNW	5	4
Hakodate		29.53			WSW	4	2
Tokio		29.91			NNW	4	2
Kochi		29.95			WSW	2	0
Nagasaki		29.97			WSW	1	0
Kagoshima		30.00					1
Oshima		29.97			S		
Naha		29.93			SE		
Ishijima		29.85			E	1	5
Bonin Is.		29.85			NE	1	1
Chefoo	6 a.						
Wenhaiwei	9 a.	30.00	75	77	NE	3	0
Hankow	6 a.						
Kiukiang							
Shanghai	9 a.	29.94	83	71	SEB	2	0
Gutslaff		29.93	80		SE	2	0
Amoy		29.81	81		NNB	3	0
Swatow	6 a.	29.70	83	63	NE	3	0
Taihook		29.70	81	74	E	0	0
Taihook	5 a.	29.74			E	0	0
Taihook		29.62			SE	2	0
Koshun		29.60					
Pescadores	9 a.	29.60					
Canton	9 a.	29.74	84	64	NNW	2	0
Hongkong	10 a.	29.72	86	55	NNW	2	0
Vint Peak					NNW	2	0
Gap Rock		29.69			NNW	3	0
Mano		29.74	87		NNW	1	0
Wuchow	9 a.						
Hoikow							
Pakhoi							
Phulien	8 a.	29.84	82		NW	2	b
Tonrann		29.82	79		WNW	2	0
C. St. James		29.91	77		WSW	2	0
Aparr	6 a.						
Manila	10 a.	29.69	97	92	SW	4	0
Legaspi	6 a.	29.75	79		SW	2	0
Bacolod	9 a.				W	2	0
Italo		29.83	78		W	3	or
Cebu		29.85	86		S	3	0
Labuan		29.90	80				

SHIPPING

ARRIVALS.
ALDENHAM, British str., 2,410. E. T. Pitcher, 28th Sept.—Kobe 22nd September, General—Gibb, Livingston & Co.
AMRU, British str., 1,350. J. B. Harris, 27th Sept.—Shanghai 24th September, General—Butterfield & Swire.
CARL DREIERICHSEN, German str., 774. C. Jurgensen, 28th September—Haiphong and Kohov 27th Sept., General—Jensen & Co.
CHICAGO MARU, Japanese str., 3,832. J. Goto, 27th Sept.—Manila 25th Sept., General—Osaka Shosen Kaisha.
CHITUN, Chinese str., 1,177. Wm. Jamieson, 27th Sept.—Shanghai 24th Sept., General—C. M. S. N. Co.
LAISANG, British str., 2,225. E. J. Tadd, 28th Sept.—Calcutta 13th Sept., General—Jardine, Matheson & Co.
SAMSEER, German str., 999. R. Petersen, 28th Sept.—Bangkok 21st Sept., Rice—Batterfield & Swire.
SIXTA, German str., 992. Jensen, 28th Sept.—Bangkok 19th and Swatow 27th Sept., Rice—Chinese.
PHUMPHU, British str., 1,065. J. H. Scott, 28th Sept.—Saigon 23rd Sept., Rice—Chinese.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 28th September.
Hatching, British str., for Swatow.
Alena, German str., for Swatow.
Wick-Mura, Japanese str., for Australia.
Singon, British str., for Haiphong.
Tyloada, Dutch str., for Amoy.
Vestfold, Norwegian str., for Saigon.

DEPARTURES.
 28th September.
AMRU, British str., for Canton.
CANDIA, British str., for Shanghai.
CHINDIA, British str., for Shanghai.
CHINKANG, British str., for Hongkong.
CHITUN, Chinese str., for Canton.
HANGKOW, British str., for Saigon.
KAGA MARU, Japanese str., for Kobe.
NAMANG, British str., for Singapore.
NINGPO, British str., for Hongkong.
SHANGHAI, British str., for Shanghai.
WAKARA MARU, Japanese str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Laisang* reports: Fine weather.
 The Japanese str. *Chicago Maru* reports: Fine weather, light breeze outside.
 The British str. *Amru* reports: Light to fresh Northerly wind and fine weather.
 The Chinese str. *Chitun* reports: Fresh N.E. wind, fine weather to Breaker Pt.; thence light Westerly wind and heavy Easterly swell.
 The Brit. str. *Aldenham* reports: Moderate E. and S.E. winds, slight sea to Turnabout; from there to Breaker Pt. strong Northerly gale and rough sea.

PASSENGERS.
ARRIVED.
 Per *Laisang*, from Calcutta, 4, Dr. Balfour.
 Per *Amru*, from Shanghai, Miss Richards and Syrus.
 Per *Aldenham*, from Kobe, Mr. and Mrs. Carter and infant.
 Per *Chicago Maru*, from Manila, Messrs W. Bish, Hein Kund, William D. Beebe, Ruday Bernadum, Amy H. Hane, Harry H. Hane and R. V. Glenn.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Tenyo Maru* sailed from Kobe on the 26th inst., and is due to arrive at this port on or about the 3rd prox.
 The P.M.S.S. Co. str. *Persia* sailed from San Francisco on the 13th inst. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 11th prox.
 The P.M.S.S. Co. str. *Kora* sailed from San Francisco on the 19th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th prox.
THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Waldemar* left Sydney on the 23rd inst. at 11 a.m., and may be expected here on or about the 16th prox.
 The str. *St. Albans* left Sydney on the 27th inst. for this port via Queensland ports, Port Darwin and Manila.
THE GERMAN MAIL.
 The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 6th inst., left Colombo on the 23rd inst. p.m., and may be expected here on or about the 4th prox.
MERCHANT STEAMERS.
 The T.K.K. str. *Tenyo Maru* sailed from Moji for Hongkong on the 23rd inst., and is due to arrive here to-day.
 The Hansa str. *Rheinisch* left Foochow on the 27th inst. a.m., and may be expected here to-day at daylight.
 The N.Y.K. str. *Tamba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 22nd inst., and is expected here on the 1st prox.
 The str. *Indramayo* left New York on the 11th ult. for Hongkong via Manila, and is due here on or about the 2nd prox.
 The H.A. Line str. *Bayern* left Singapore on the 26th inst. p.m., and may be expected here on or about the 2nd prox. a.m.
 The N.Y.K. str. *Tosa Maru* (Bombye Line) left Bombay for this port via ports on the 22nd inst., and is expected here on the 10th prox.
 The T.K.K. str. *Hongkong Maru* sailed from Calcutta on the 26th inst., and is expected to arrive at this port on or about the 27th Nov.

STEAMERS PASSED THE CANAL.

August 25th—*S. dea*, Athens, 29th—*Candia*, Simla.
 Sept. 1st—*Dardanel*, Glavos, Kaga Maru, Poon, Sackon, Tonkin, 5th—*Bayern*, Denburg, Benlomon, China, Flinsch, Alton, 8th—*Benedict*, Malta, Syria, 12th—*Chass*, India, Liberia, 15th—*Alcorno*, Denavon, Cypria, Invenyde, Persia, 19th—*Prinz Eitel Friedrich*, Ch. Afghan, Prince, 19th—*Ceylon*, Ernest, Simons, Kennesee, Persia, 20th—*Seylon*, Silesia, Pelamon, Avaron, Vandalia, Arcadia, 22nd—*Atsuta*, Iwata, Benavon, Jesso, Namur, Nore, Tawant, Yawon, 25th—*Benavon*, Kawanishi, Maru, Nish, York, Nidau, 25th—*Kleist*, Tenkai.

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THE HONGKONG DAILY PRESS PRINTING WORKS

turn out the Best Printing at Reasonable Price

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
 1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEBTE	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. W. Cookman, R.N.R.	F. & O. S. N. Co.	To-morrow at Noon.
LONDON, HAMBURG & ANTWERP	GLENTURET	Brit. str.	—	H. E. Evans, R.N.R.	SHAW, TOMES & Co.	To-morrow.
LONDON & ANTWERP via SINGAPORE, &c.	SUNDA	Brit. str.	—	Jäger	P. & O. S. N. Co.	On 4th Oct. at 10 a.m.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERICA LINE	On 11th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 26th Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SLEESSEN	Ger. str.	k.w.	Bessau	HAMBURG-AMERICA LINE	On 14th Nov.
HAYRE & HAMBURG via STRAITS, &c.	SUEVIA	Ger. str.	k.w.	Rohrhor	HAMBURG-AMERICA LINE	On 10th Oct.
HAYRE & HAMBURG via STRAITS, &c.	SINGAMBA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 30th Oct.
HAYRE & HAMBURG via STRAITS, &c.	BAYERN	Ger. str.	k.w.	R. Homme	HAMBURG-AMERICA LINE	On 10th Nov.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	AKI-MARU	Japan. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 13th Oct. at D'light
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Japan. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 25th Oct. at D'light
VICTORIA, C.B. & TACOMA via KIELUNG & JAPAN	CHICAGO MARU	Japan. str.	—	Th. Stollberg	OSAKA SHOSHEN KAISHA	On 3rd Oct. at 11 a.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU	Japan. str.	—	Raich	NIPPON YUSEN KAISHA	On 10th Oct. at Noon
NAPLES GENOA ALGIERS GIBRALTAR & SOUTHAMPTON	GREISENAU	Ger. str.	—	Sander & Co.	SANDER & Co.	On 4th Oct. at Noon
TRIESTE &c. via SINGAPORE, &c.	AUSTRIA	Frenc. str.	—	Doewell & Co. Ltd.	DOEWELL & Co. Ltd.	On 26th Oct.
BOSTON & NEW YORK	SATSUMA	Brit. str.	—	Sheppard	THE BANK LINE, LIMITED	On 7th Oct.
BOSTON & NEW YORK	WELSH PRINCE	Am. str.	—	G. B. McGill	AMERICAN PACIFIC R. CO.	On 17th Oct.
VANCOUVER via SHANGHAI JAPAN, &c.	KUMERO	Brit. str.	2m.	W. Davison	CANADIAN PACIFIC R. CO.	On 10th Oct.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	2m.	A. G. Stevens	OSAKA SHOSHEN KAISHA	On 14th Oct. at Noon
VANCOUVER via SHANGHAI JAPAN, &c.	CANADA MARU	Japan. str.	1m.	M. Yagi	OSAKA SHOSHEN KAISHA	On 17th Oct. at 11 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	—	F. Brunenig	CANADIAN PACIFIC R. CO.	On 4th Nov. at 6 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONDOLIA	Am. str.	—	F. Iscoe	PACIFIC MAIL S.S. CO.	To-morrow at 10 a.m.
AUSTRALIAN PORTS via MANILA	NIPPON MARU	Japan. str.	—	T. Sekine	TOYO KAISEN KAISHA	On 6th Oct. at Noon
AUSTRALIAN PORTS via MANILA	PREBIA	Japan. str.	—	M. Wijk Juriansz	OSAKA SHOSHEN KAISHA	On 23rd Oct. at 1 p.m.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 12th Oct. at D'light
KOBE & YOKOHAMA	ATSUTA MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 12th Oct. a.m.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	About 17th Oct.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 25th Oct. at Noon
JAPAN	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	Quick despatch.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 14th Oct. at Noon
CHINKIANG	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 3rd Oct. at Noon
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	About 4th Oct.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	About 5th Oct.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 5th Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 6th Oct. at Noon
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 7th Oct. at Noon
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 11th Oct.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	About 13th Oct.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	About 10th Nov.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 1st Oct. at 10 a.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 4th inst. at 10 a.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-day, at 1 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 3rd Oct. at 1 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 6th Oct. at 1 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 6th Oct. at 1 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	To-morrow, at 2 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 3rd Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 3rd Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 7th Oct. at 2 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 10th Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 20th Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 3rd Oct.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 2nd Oct. at 4 p.m.
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 5th Oct. at Noon
SHANGHAI	YAMATO MARU	Japan. str.	—	M. Wijk Juriansz	NIPPON YUSEN KAISHA	On 11th Oct. at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

MAGNIFICENT FAST LINERS.

STEAMSHIP	DEPARTURE
"GOEBEN"	17,000 tons ON FEBRUARY 6TH.
"DERFFLINGER"	17,800 " ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000 " ON MARCH 5TH.
"YOROK"	17,000 " ON MARCH 20TH.
"PRINZESS ALICE"	20,300 " ON APRIL 2ND.
"LUETZOW"	17,300 " ON APRIL 17TH.
"KLEIST"	17,000 " ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"GNSEINAU"	Capt. Th. Stollberg, 16,000	Wednesday, 4th Oct. at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"PRINZ FRIEDRICH"	Capt. E. Malchow, 16,000	About 4th Oct.
MANILA, YAP, MARONN, SAMAR, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"P. E. SIGISMUND"	Capt. F. Bruening, 6,000	Saturday, 7th Oct. D'light
KOBE AND YOKOHAMA	"PRINZ WALDEMAN"	Capt. F. Isere, 6,000	About 17th Oct.
KUDAT and SANDAKAN	"BORNEO"	Capt. F. Sembill, 5,000	Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 25th September, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong, "MONTEAGLE" calls at MOJI instead of Nagasaki. From Quebec, "EMPERESS OF INDIA" calls at MOJI instead of Nagasaki.

"EMPERESS OF INDIA" Sat. 4th Nov. "EMPERESS OF BRITAIN" Fri. 1st Dec.
 "EMPERESS OF JAPAN" Sat. 2nd Dec. "EMPERESS OF BRITAIN" Fri. 29th Dec.
 "EMPERESS OF CHINA" Sat. 30th Dec. "EMPERESS OF BRITAIN" Fri. 26th Jan.

Steamships leave HONGKONG at 6 p.m.
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Special Mail Steamer, 14,500 tons, registered, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$7110 Intermediate on Steamers \$433 and 1st Class Railway \$243.

First-Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

E.M.S. "MONTEAGLE" or the Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE"
 Capt. G. W. Cookman, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, TO-MORROW, the 30th Sept. 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "MALWA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "PRESIA," due in London on the 11th Nov. 1911.

Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 F. A. NEWETT,
 Superintendent,
 Hongkong, 18th September, 1911.

"GLEN" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"GLENTURET"
 Will be despatched for the above Ports TO-MORROW, 30th September. For Freight or Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 25th September, 1911. [1142]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SATSUMA" ... On or about 7th Oct. For Freight and further information, apply to
 RODWELL & Co., Ltd.,
 Agents,
 Hongkong, 21st September, 1911. [1173]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE"
 Capt. Sheppard, will be despatched for the above Ports on TUESDAY, the 17th October. For Freight and Passage, apply to
 ARNHOLD, KARRBERG & Co.,
 General Agents,
 Hongkong, 25th September, 1911. [1189]

AUSTRIAN LLOYD'S STE